

WASHINGTON, D. C., SUNDAY, JUNE 26, 1910.

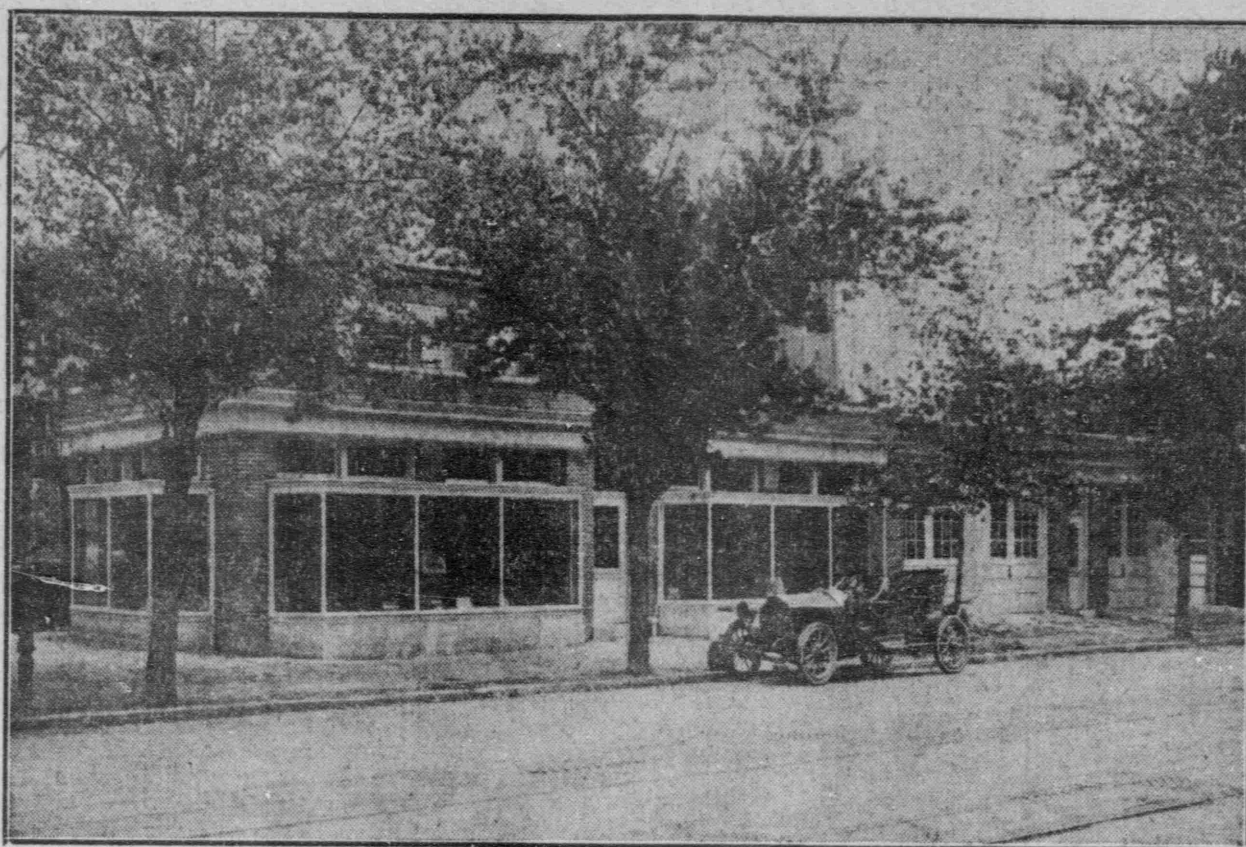
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The pathfinder for the Munsey historic tour is accomplishing the purpose for which it started out in a most gratifying manner. It is finding places famous in American history which many people have forgotten.

All through New Jersey, up the Hudson, through Massachusetts, Connecticut, Maine, New Hampshire, and Vermont the procession of historic places was a revelation to the pathfinder party. The tour will be like refreshing one's self from the pages of a well-written history, but the travelers will have the additional charm of studying the very scenes on which heroic deeds were done.

The Munsey historic tour is to automobile touring the element of enjoyable travel. The pathfinders report beautiful scenery. At the time of the tour, starting from Philadelphia August 15 and continuing about two weeks, the route will be at its height of beauty. Other tours have been strictly of endurance of men and machines. This will afford an instructive, patriotic, and fascinating journey.

The entry list for the tour is rapidly growing and now numbers fifteen.

Mr. Thomas Cadelick, of the Kirt, last week delivered a Kirt runabout fully equipped to C. T. Daly.

Automobile Ride for Orphans.
At a recent meeting of the board of governors of the Automobile Club of Washington, June 20 was set aside as orphans' day. Mr. T. B. Spence was appointed chairman of the committee to arrange for machines to give all the orphans in the city an automobile ride on Thursday of next week.

Blanks have been sent out to every auto owner, requesting that he donate his machine for this run.

Through Ohio and Indiana into Missouri the Flanders twenty, which is making the "Under Three Flags" tour from Quebec to Mexico City, has progressed with remarkable speed. After leaving Indianapolis, Pilot Lane, in making a quick turn to get out of a tight squeeze between two carriages, displaced the ligaments of his right shoulder. He drove the car seventy-one miles to Terre Haute and then was compelled to secure the services of a physician. A local driver carried the car into St. Louis.

The car left St. Louis with George Meinsinger, who drove the E. M. F. "20" on her famous 1909 Glidden path-finding trip, substituting for Pilot Lane. The car's arrival in St. Louis was delayed because of a cloudburst near Greenville, fifty miles out. At 2 o'clock Mexico was being neared at a rate of thirty miles an hour over a highway an inch in dust. At 2:30 the tourists, plugging along through mud apparently a foot deep, observed a man wading in a field trying to shovel an exit for a large lake that had just formed from the downpour. The temperature dropped forty degrees in ten minutes before the storm, which was preceded by a gale that broke off trees and abolished all telephone service. The display of lightning was terrific.

Mr. Dorsett, agent for the Studebaker, received a carload of Studebaker touring cars last week.

Mr. Pollock left yesterday for Lansing, Mich., the home of the Oldsmobile.

Mr. John R. Thomas spent the best part of last week in Richmond looking after the agency that he is establishing there.

David Hendrick, of the firm of Barnes & Hendrick, local agents for the Pullman, who has been ill for some time, is recovering.

The National Automobile Association, which has been operating in New Eng-

land, has established local offices in this city.

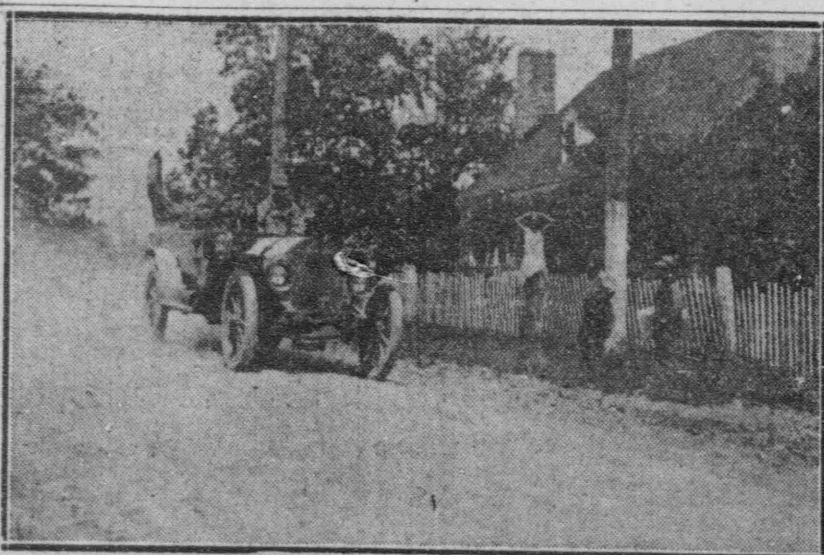
Nine States in One Day.
The light-weight Metz car of Waltham, Mass., has just completed a phenomenal run, covering nine States in one day, a feat never before accomplished by automobile or locomotive or any other means of travel.

The car driven by J. C. Robbins, of Waltham, carrying D. H. Miller as observer, started at 12:01 o'clock on the morning of June 21 at Iron Hill, Md. Wilmington, Del., was reached at 2:15 a. m.; Philadelphia, Pa., at 4:10; Trenton, N. J., at 6:00; New Brunswick, 7:30; and Newark, 8:15. Miller took the wheel at New York, leaving Columbus Circle at 11:15. Bridgeport, Conn., was reached at 2:33. New Haven, 3:30; Hartford at 5:15; arriving at Springfield, Mass., at 7:05 p. m., from which point the car was driven by John McGinn, arriving at Holyoke at 7:45. Northampton, 8:30; Greenfield, 10:15; Vernon, Vt., 11:05; arriving at Winchester, N. H., 11:45 p. m.

The average distance traveled on one gallon of gasoline was thirty-five miles, and the quantity of lubricating oil used was only slightly in excess of one pint to 100 miles. It is of interest to note that twenty cities were covered, eighteen of which had a population of over 20,000 each.

Training for Reliability Contests.
Those who have not participated in a modern reliability contest cannot appreciate the test given to a car and the strain on the drivers and their assistants. Experience teaches that the driver must be kept under as strict regulations as any athlete preparing for a contest. The Premier company has found it necessary to lay down rigid rules as to diet, and the time for rising and retiring. The men accompanying the contest are allowed only a limited choice for breakfast, and for lunch only sufficient to keep them from becoming uncomfortably hungry. They are limited at noon because it has been found that a hurriedly-eaten meal, or eating while driving, which has heretofore been the case, is sure to produce indigestion, and in addition to this the worry of maintaining a schedule and the anxiety as to roads ahead is not conducive to proper assimilation of food. At the evening meal they are provided with the best and most wholesome foods obtainable, and are then allowed to eat without restriction, though the use of liquor of any kind is strictly forbidden throughout the contest.

This care is necessary because it has been proved that a continuous grind for 2,700 or 2,800 miles becomes an enormous strain upon the driver as well as the car. Being compelled to cover at least



On the road to Frederick.

a mile in every three minutes on the road may seem easy, but the average driver will not find it play to maintain such a strenuous schedule for 200 miles over roads, taking them as he finds them. If he is strict in keeping his time, making no allowances for stops, which ordinarily he does not count in striking his average. In a contest every minute on the road counts, and no allowance is made for either voluntary or involuntary stops or delays.

"I think the time made in some of the reliability runs," says President Smith of the Premier company, "is often more remarkable than the time made in track events, for on the track the course is smooth and the motor is subjected to a comparatively uniform load. The test on tires, springs, etc., in track events cannot be compared to road contests, since in the former the cars are stripped of the body and all possible weight, and the removal of the finished body relieves materially the wind resistance, while in the road reliability contests the schedule must be maintained under all kinds of weather conditions, over all kinds of roads and no roads, for some of the going is over what could not properly be termed a road. The motors are subjected to varying roads, over smooth roads one minute and over rough roads the next. It is a recognized fact that a stationary engine in a power plant can withstand a straight maximum load with less serious effects than with the abrupt changes from minimum to maximum and vice versa. It is this abrupt and radical alteration of conditions which is most trying on the mechanism of a car."

Emerson & Orme sold and delivered a Regal Baby Tonneau 20-horsepower car to Dr. A. M. Curtis last week.

Mr. Joseph M. Stoddard, of the Cook & Stoddard Company, will leave the latter part of this week for the Cadillac factory in Detroit to arrange for his 1911 shipment of cars.

Mr. J. Maloney, agent for the Firestone-Columbus, recently made the trip to Martinsburg, W. Va., in his Firestone-Columbus greyhound, and enjoyed a delightful run.

After having included all of the important automobile manufacturing centers of Europe in his itinerary and gleaned exhaustive data from the courteous as well as the British makers of motor cars, John W. Bate, designer and factory manager of the Mitchell-Lewis Motor Company of Racine, Wis., says that there is nothing in motor car manufacturing that has not been adapted, tried out, rejected, or exploited by designers in the United States.

"While not yet ready to announce to the trade and the dealers in Mitchell-

Lewis machines the specifications for the 1911 product," said Mr. Bate, "I may say that the new models will not differ essentially from the model that has been sent out under the 1910 plate. What changes are to be noted by a comparison, in the main, are those of refinements, all making for greater efficiency and reliability. The United States still is more than a lap ahead of Europe in motor production fitted for highways that are encountered in most of our States."

A Chauffeur Calls Her "Girle."

When, several years ago, it became evident that the modern motor car was destined to supplant the horse in a large share of the nation's world transportation, horse lovers lamented the supposed fact that the close and almost personal relations which had often existed between man and his equine servant would be entirely missing when the horse was relieved of his burdens and sent to the background. No one who knows the "Flander" car, which has served him well, will subscribe to this theory for a moment. W. J. Lane, who is driving the "Flander" car, "Under Three Flags" car from Quebec to Mexico City, furnishes an excellent example of the love of a driver for his car.

Back in Quebec, when the car was doggedly plowing through the hub-deep mud for mile after mile, Lane talked to the car as if it were human.

"It's tough, girle, but you've got to give us the best you've got again," he would say, as he charged a particularly vicious stretch of road; and when car and passengers had emerged on the other side of an apparently impassable stretch it would be: "Good girl! You'll bring us through. I've known all the while you would."

In the shady gloom of Isle Perrot, west of Montreal, where Lane was forced to send the car at full speed down every slope through the mud, water, and clay bounding over rocks and stumps, he sympathized with her vocally at almost every step, and when the farther shore was reached he fairly patted her radiator.

"Poor little girl," he said, "I wouldn't go through that again myself for a thousand dollars, and I wouldn't put you through it again for all the money in the world, I guess. But all the same, if I had to do it all over again I'd rather have you to do it with, girle, or one just like you, than any other tubgout in this whole world."

More recently the "Under Three Flags" car has been having nearly ideal going on the smooth highways of Ohio and Indiana. If Lane sorrowed with his car in the forest vastness and river roads of Canada he has rejoiced with her on the changed conditions.

"Just hear her purr," he remarked one day, as the smooth stone roads of the Hoosier Commonwealth were flying beneath those same tires at a thirty-mile an hour clip. "She's enjoying it just as well as we do. And she wants her head to show us what she can really do, too. I'd like to do it, girle, but you've got to take it easy. It isn't all country boulevard between us and Mexico City. When you get there I'll let you loose some day just as fast as you want to."

Mr. Selby, of the Selby company, expects to receive his shipment of cars some time this week.

Miss Katherine Schaefer, in her Mercedes, will make the trip to Frederick today, accompanied by Miss Irene Schaefer, Miss May Raymond, Mr. Simpson Johnston, and Mr. Raymond Keen. The party have arranged to take dinner at the Belmont villa at Braddock Heights.

Mr. Emerson, of the Apperson, received last week two seven-passenger Apperson touring cars. These two cars are the only ones of their kind that have ever made their appearance in this city.

A number of entries were received last week at the Touring Club of America for its owners' sociability run over the Fourth of July to Waterbury, Conn. Among the first to enter this novel competition, which will be conducted under a secret time schedule set by Vice President Sherman, was Mrs. Dora A. Davies, who will drive her own car. Mrs. Davies has made many long-distance tours by motor within the last two years, and is one of the most capable women drivers in the country.

Other prominent entrants include Harlan W. Whipple, one of the pioneer motorists of the country; Orrel A. Parker, George W. Middleton, Percival S. Jones, Arthur G. Newmyer, and R. E. Ingersoll.

An additional feature of interest that will add to the pleasure and doubtless the spectacular incidents of the three days' outing will be the possibility of witnessing America's most daring avia-

tor, Charles K. Hamilton, perform some of his difficult curves and aerial maneuvers in New Britain, his home town. Mr. Hamilton is engaged to show the residents of his native place how easy it is to travel in the air on July 4, and on Saturday, July 2, he is to engage in a contest with an automobile.

Mr. George Wells, in his Warren-Detroit, made the trip to Baltimore last Sunday and found the roads to be in a very bad condition. Mr. Wells was one of the few who made the trip without getting mired.

Ted Johnston received another carload of cars this week.

Taylor Pollock, agent for the Oldsmobile, will in the next few days be located at 1515 Connecticut avenue northwest.

Ted Johnston's Model 16 Buick, the car driven by him in the Richmond-Washington run, won the hill-climbing test in Baltimore last week in class D.

Announcement has just been made at the new offices of the Society of Automobile Engineers, 1451 Broadway, New York City, that the society has completed the preparation and will issue shortly to its members, exclusively, the most complete list of material specifications ever made for motor car engineering work.

Not to be outdone by his big rival, Jack Johnson, Sam Langford, who is training with Jim Jeffries, has purchased a Selden car. Sam and his manager had the car shipped this week to Jeffries' training quarters and are seriously considering making a trip overland in it from San Francisco to Boston after the big fight. This would be the first ocean to ocean trip ever made by a fighter in an automobile, and would give Langford fame as a tourist as well as a fighter. The car will be driven by Manager Woodman, who is an expert motorist.

Louis A. Disbrow followed up his Wilkesbarre hill-climb victories when at the wheel of Mrs. Cane's Knox "Giant." He won the feature event and made the fastest time of the day at the Upper Westchester Automobile Club's hill-climbing contest at Ossining, N. Y., Saturday, June 18. Disbrow's time for the ascent, which is nearly a mile, was 57.3 seconds, breaking the former record for the course held by the Stanley Steamer in 58 seconds.

Starting in a field of five fast cars and well-known drivers, the Knox pilot beat his nearest competitor by more than three seconds in a most sensational ascent up a course made slippery by the rain.

Ralph de Palma, the mile track champion, annexed another of Oldfield's long-standing records at Point Breese track, Philadelphia, Saturday, June 18, when he reduced the five-mile mark for that track from 5:14.25 to 5:13 flat, in his



ON THE CONDUIT ROAD.

speedy "Cyclone." This victory came a few days after de Palma's brilliant victory at Wilkesbarre, when he broke the "Giant's" Despair national hill-climb record. At Philadelphia, Ralph also won the event set for fifty miles, but cut to thirty miles, owing to terrific rainstorm, leading across the tape by more than a mile a field of considerable class. The last fifteen miles he drove sensationally in a veritable sea of mud, through fog and rain so thick that spectators could scarcely see the cars.

"Billy" Bruner, driving a Hudson car in a ten-mile race at Shenandoah, Iowa, last week, was nosed out of a victory in a close ride with dead heat.

Over a one-half-mile oval dirt track, unbanked, the race had progressed into the fifth mile without particular incident other than the warm pace set by two

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GREAT FALLS NOW MOST PICTURESQUE

Offers a Delightful Automobile Afternoon Outing.
Road Is Level and Way Easy to Find.

One of the most delightful auto trips around Washington is to the Great Falls and return.

The way is easy to find, the road is level and picturesque, and always in good condition. The autoist turns his machine westward from the city, and, running through historic old Georgetown or West Washington, can take the Canal road, which begins at the Aqueduct Bridge, and follow it until a turn up-hill is reached, adjacent to old Green Springs, and then the Conduit road continues past the distributing reservoir, straight on to Cabin John Bridge, said to be the largest stone arch in the world. Another way to reach the Conduit road is to go out of West Washington by the New Cut road, which intersects Thirty-fifth street by the side of the Western High School.

After leaving Cabin John Bridge the road continues to the Anglers' Clubhouse, where a sharp turn is made to the right, and then by another turn to the left the terminus of the run is reached. The entire way is full of interest and is comfortable and delightful riding. The distance is about sixteen miles, and can be leisurely covered in an hour.

Through peaceful valleys and hills rank with verdure, in every shade of green, the road runs until it reaches the point where the Potomac, squeezed into narrow banks by titanic rocks that have withstood the rush of water for centuries, foams and curls and dashes its way into the broad reaches below.

It is a favorite place for picnics and tourists' parties in the summer season. But then the river has usually fallen away, running more or less idly between its banks, until it reaches the Falls; then it leaps over and downward with that monotonous growling and humming that speak of the force that will not be withstood.

The grounds about the Falls then are strewn with papers and empty bottles and broken baskets, the relics of the feasters. The seats about the edges of the falls are occupied by young people, the murmur of whose voices is drowned by the song of the falling waters. Even

then, the spectacle is wonderful enough, and, were the place more difficult to come to, it might well be as famed as Niagara.

Just now, however, Great Falls is at its best. The season has not really opened, and though in the one lone pavilion a disgruntled band makes music, there are no dancers there. But the Falls are worth traveling miles to see. Heavy rains in the country hereabout have sent many torrents to swell the river.

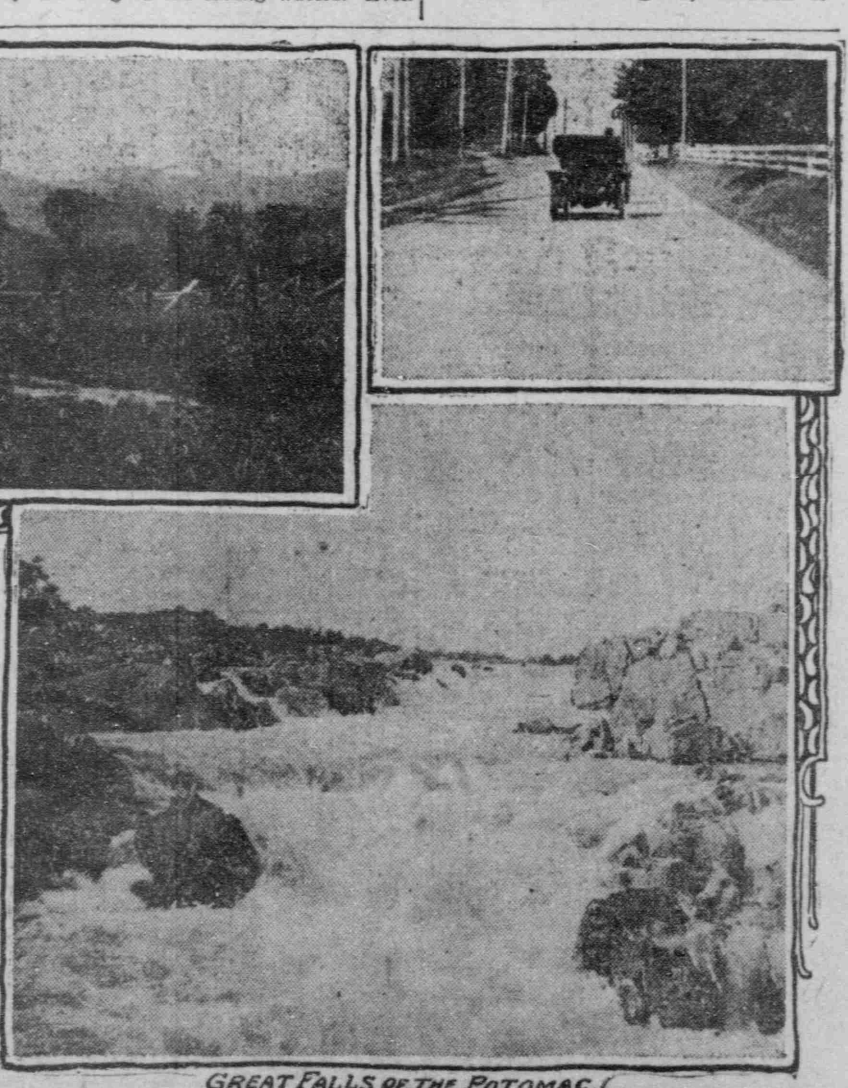
Bit by bit she has risen, increased in volume, hurrying faster and ever faster to the sea, but still behind the pressure increases, and those fretted rocks at Great Falls bar the way. So has the river risen, until, full to the banks, its gentle summer murmur has changed into an ugly and sullen roar. Full-bodied, the waters dash against the rocks, submerge them, dash around them, swirl in stupendous eddies, leap high in yellow waves, and dash their impotent spray in the faces of those who dare approach near enough to watch the inferno of the stream.

To those who know the Falls in placid summer time, they are almost unrecognizable now. Usually there are steep precipices on either side and hidden rocks among the rocks, where the sure-footed may clamber and be safe from prying eyes. Away down below there are flattened rocks, where later in the year men and boys will angle in the eddies, their lines scarce disturbed as the water flows indolently by.

These rocks are covered now; trees and bushes are submerged; there is no indolence or grace; but instead a savage, roaring, snarling torrent that is awe-inspiring and dreadful in its power; sublime in the conquering, majestic sweep with which it approaches to the charge.

Above, the skies are heavy, threatening more rain. On either bank the shape of the individual trees is lost in the heavy shadows; dimly you can make out, in the midst of the turbulent waters, the heads and teeth of the unshaken rocks against which the current beats itself in vain. On the crest of the rocks there is a fitful searchlight whose beams

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GREAT FALLS OF THE POTOMAC.